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COUPLETS.

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Nestle & Kohler
Advertisement Below

The China Mail.

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CENTRAL

No. 15,889.

號三十月八年三十一百九千一第

HONGKONG, WEDNESDAY, AUGUST 13, 1913. 丑癸大歲年二國民華中

PRICE, \$3.00 Per Month;

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ALEXANDRA BUILDINGS.

POPULAR
ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.
Hongkong, January 2, 1913. 522

BOOK-KEEPER ABSCONDS FROM
YOKOHAMA.

During the last two or three days rumors have been current in Yokohama of the arrest at Southampton, England, of Mr. W. Church, for several years book-keeper in the employ of Messrs. Alfred Herbert, Ltd., who has been missing for Yokohama for several weeks, says the "Japan Gazette." Being unable to verify the news, we refrained from publishing it, and on Tuesday, on applying to the local offices of Alfred Herbert, for verification, we were informed that the firm were unable to confirm the report. From information since reaching us, we have reason to believe the report of Mr. Church's arrest in England to be correct, though the news reaching Japan does not make it clear that it took place at Southampton.

About a month ago Mr. Church secured a week's leave from his firm, but never returned. Inquiries were made, and he was traced to Kobe, but beyond that nothing was known of his movements. Investigations of the firm's accounts were made, and serious defalcations were discovered. Some reports place the amount at Yen 20,000, but it is believed that this is a conservative statement. When the defalcations were discovered, it was suspected that Mr. Church had escaped by way of the Siberian route, and the report of his arrest at this early date confirms these suspicions.

Mr. Church, who is about seventy years of age, has long been a resident in Japan, being for some years in Kobe before coming to Yokohama about six years ago.

TWIN CAREERS.

Two twin brothers, Dr. Karl Toth and Dr. Ludwig Toth, who attended the same university and graduated on the same day, were elected on the same day to the chairs of law and medicine at the University of Klausenburg, Hungary.

KEEP IT HANDY.

IMMEDIATE relief is necessary in attacks of diarrhoea. Chamberlain's Colic, Cholera and Diarrhoea Remedy should always be on hand. For sale by all Chemists and Storekeepers.

BUSINESS NOTICES.

PETER, NESTLE & KOHLER
CHOCOLATES.

PRIZE COMPETITION No. 6. (Aug)

This month we are again offering prizes for 'Couplets', or two line rhymes. Each 'Couplet' must contain one or other of the following names:—
PETER, NESTLE or KOHLER.
The name selected may be placed anywhere in the 'Couplet', as long as the rhythm is preserved.

For your guidance we give you a few examples:—
NESTLE'S is the best;
Put it to the test.

Prince of Chocolates is PETER'S,
Which commands a host of eaters.

The Bonbons that you ought to buy
Are KOHLER'S, get a tin and try.

CONDITIONS:

Every three 'Couplets' to be accompanied by a Peter's, Nestle's or Kohler's Wrapper. So for one wrapper you may send more than one 'Couplet'. 'Couplets' may be sent in under a 'non des plume', which, if a winner will be published in the Local Papers. Your name will be treated confidentially by us. The first prize will be one of our Wrist Watches, and will be given for what we consider the best Couplet. Consolation prizes consisting of Chocolate will be given for 'Couplets' which we consider are deserving of such. Imitation being the sincerest form of flattery, we reserve the right to make future use of the verses without disclosing the authors' names. Post your attempts to Messrs Peter's & Nestle's P. O. Box No. 351, Hongkong, not later than 30th August, 1913.

HOTELS

THE
STATION HOTEL
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND PASS.
BATH-ROOM TO EACH ROOM.
Cold and Hot Water throughout.

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BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

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THE MANAGER.

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Hongkong, Feb. 3, 1913. 336

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UNRIVALLED position in the Hill
district, overlooking the Botanical
Gardens and facing the Harbour.
Numerous quiet Suites with luxuriously
fitted Bathrooms, Telephones and Electric
Fans.
Telephones in Bedrooms and Sitting-room
throughout.

Telephone No. 1122.

Cable Address: 'Kingscleere.'

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908. 1206

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29 WYNDHAM (FLOWER)
STREET.

LOCATION good for Hillside Society
and ONLY TWO MINUTES' WALK
FROM BUSINESS CENTRE.
Families, Residents and Tourists
made thoroughly comfortable.

Terms Moderate.

Run on FIRE-GLASS LINES.

Under the Personal Supervision of the

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M. S. HOY.

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FIRST-CLASS HOTEL.

UNDER EUROPEAN MANAGEMENT.

EXCELLENT ROOMS.

ELECTRIC LIGHTS & LIGHT.

REASONABLE RATES.

TELEPHONE 373.

H. HAYNES, Manager.

Hongkong, October 2, 1908. 135

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PRIVATE HOTEL.

STANDING in its own grounds with

S. Tennis and Croquet Lawns. Large

Ally and Wall Furnished Rooms. Every

home comfort. Fine View of the Harbour.

Telephone, No. 890.

Apply to Mrs F. W. WATTS.

18, Braeside, 20, Macdonnell Road.

Hongkong, September 2, 1908. 13

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KUNITA.

The first 1913 edition already issued.

Biographies of over 5,000 people

who are well-known in society and of

several hundred foreigners associated with

Japan appear in the book. Quite new

materials and accurate sketches, both being

utterly free from prejudice.

Many portraits are inserted. The book

contains over 1,400 pages.

The price is yen 6 (12/-) or \$3 per copy.

Orders for the book should be accompanied

by payment.

Subscribers for the second annual edition

of 'Who's Who in Japan' will be allowed

a reduction of one yen.

The registered postage is 18 sen, to Korea

and China, 40 sen and to Europe & America

70 sen or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world

noticed this work in the highest terms.

For example, 'The Daily Mail' says:

'Yet another "Who's Who" and this

time from Japan! The reader is apt at

first to regard it as a curiosity, as a sign

that the East has now become Western

practically almost to the last detail. But

'Who's Who in Japan' is far more than

a curiosity; it is a very sound and useful

reference book. It is printed in English

and contains brief biographies, on the

accepted model of prominent men in Japan.

Mr Kunita is a skilful editor and has done

his work well.

Who's Who in Japan PUBLISHED OFFICE,

No. 5, 1-chome, Uchisaiwaicho,

Kojimachi-ku, Tokyo.

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Hongkong September 4, 1902.

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An Ideal Family Hotel, where Living is a Real Pleasure

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of

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O. E. OWEN,

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Telephone No. 812

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Mineral Water.

The Best Table Water.

PT. Per Case 4 Dozen.....\$5.00. BABY, Per Case 5 Dozen.....\$5.

Agent: TOKYO HOTEL, 25A, CONNAUGHT ROAD CENTRAL.

Hongkong, June 16, 1913. 75

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THE QUEEN'S ROAD CENTRAL CO.

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UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALITIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

PERFECT FIT GUARANTEED.

THE ONE PRICE STORE.

High Standard of Quality.

Cheapest Store in the East.

Queen's Road Central: The Old Supreme Court. Telephone 1450.

Hongkong, June 10, 1913. 732

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HIGH CLASS TAILORS.

DRAPERS AND OUTFITTERS.

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HAVE ALWAYS ON HAND AN EXTENSIVE ASSORTMENT OF

EVENING DRESS GOODS:—

Court Shoes, Dress Bows, Shirts etc.

ALSO

ALL ARTICLES OF CLOTHING MADE TO ORDER.

OUTFITTING OF ALL DESCRIPTIONS. QUALITY AND WORK-

MANSHIP BY THE MOST EXPERIENCED CUTTERS GUARANTEED.

OUR BREAD

PERFECTION.

CAKES & PASTRY

PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS, THE BEST.

ALEXANDRA CAFE CO.

Hongkong, April 7, 1913. 458

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE, GRILL ROOM.

J. H. TAGGART, Manager.

PEAK HOTEL.

ADAMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

OPEN to the South Winds in Summer and protected from the North-east Wind; in

Winter, Commanding a magnificent view of Hongkong, the harbour and adjacent

island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms—From \$5 per day Max. Telephone Add. 'peak'.

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NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION

AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION

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GREEN ISLAND CEMENT CO., LD.
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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan Tomes & Co.

BUTTERMILK

AND

GLYCERIN AND CUCUMBER SOAPS

ARE IDEAL FOR BATH AND TOILET.

20 cents per Tablet \$1.00 for six Tablets.

THE

VICTORIA DISPENSARY.

A CHOICE SELECTION

FRY'S KING GEORGE V.

AND QUEEN MARY

CHOCOLATES.

CADBURRY'S IMPERIAL CHOCOLATES.

A SPECIALITY

FRESH HOME-MADE CHOCOLATES.

Weismann, Limited.

Hongkong, July 20, 1913.

MEE CHEUNG

ART PHOTOGRAPHER

ICE HOUSE STREET,

BRANCH OPPOSITE CITY HALL.

Fashionable Xmas and New Year Cards.

LATEST SELECT VIEWS OF HONGKONG AND CANTON.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two slipways and can accommodate any kind

of 200 feet long.

Town Office, 42, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.

Shipyard, Shum-Sai-Po, Kowloon, Hongkong. Telephone No. K. 9.

Estimates furnished on application. WONG PING WA, Manager.

Hongkong, April 1, 1913. 458

MACGREGOR'S V.O.S.
PARLIAMENT WHISKY

PURE

MELLOW

PALATABLE



AS SUPPLIED

TO THE

HOUSE OF

COMMONS

AND

HOUSES OF

PARLIAMENT

CANADA.

SOLE AGENTS:

Caldbeck, Macgregor & Co.

(Established 1864)

INTIMATIONS

PRIZE ANNOUNCEMENT.

THE Proprietors of the celebrated "MILKMAID" Condensed Milk (Sweetened), Unsweetened Condensed Milk, Sterilized Natural Milk and Thick Rich Cream, recently issued and distributed a quantity of booklets giving some particulars of their preparations. At the end of the booklet was a "T" puzzle, consisting of four curiously shaped pieces of paper which when correctly put together would form the letter "T." The booklet announced that dainty samples would be sent to those rendering correct solutions of the puzzle not later than the 1st August.

The Proprietors now have pleasure in announcing that the following have rendered correct solutions:-

"Rialto", M.T.S., L.T.F., "Hut", "Carmen", A.M.O.S., "Berlin", J.C.R., E.F., "Ronald", N.R.C., J.A.G., "Nancy", "Tiger", "Minden", "Joane", "Lyemood", "Glorious", T., "Mura", C.J.M.P., "Mam", C.E.A.L., D.L., J.S., A.D., Mrs. F.

An order on one of the shops handling "MILKMAID" goods, entitling holder to a dainty sample of "MILKMAID" Products as above, has been sent to each of the above names.

The Proprietors have pleasure in announcing that a similar kind of Puzzle will shortly be sent out, the letter being "N." This will be sent in post card form and those interested are invited to look out for the post card.

DRINK THE BEST.

San Miguel Draught Pilsener Beer

Michael & Co.

Agents.

Tel. No. 1463.

(OLD POST OFFICE) Pedder's Streets.

910

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) A WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial, which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALBECK, MACGREGOR & Co., Hongkong.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPERUS, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE

5, Wyndham Street.

European Supervision

Moderate Price.

WELLINGTON KNIFE POLISH
WELLINGTON SILVERSMITH'S BLACK LEAD SOAP
POLYBRILLIANT METAL POLISH
NEVER REMOVES DIRT OR STAIN FROM METAL SURFACES

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MARK, LONDON.

SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, July 13.

A SCOT IN THE ANTARCTIC.

Mr. Forbes-Mackay, who will be well known to many Scots in the East and the Far East, especially those who hail from Dundee, where he was for some time assistant to Professors Geddes and D'Arcy Thompson, figures every now and then in the pages of "The Antarctic Days," a story of the Shackleton Expedition from the pen of Mr. James Murray and Mr. George Marston. It is scarcely a record; it is rather a post-mortem of incidents, impressions, practical jokes, and yarns. It draws largely from the pages of the magazines published by the ship's staff and crew during their long winter stay on the ice, and it is here that we principally meet with Forbes-Mackay. Not for the first time does he appear as a purveyor of light literature. While in Dundee he perpetrated a song which had a great vogue and is still sung in local circles. It began thus:-

A queer wee chap was Jamie Shaw,
Him an' his wife an' his mither-in-law;
They kept a baker's shop in Dundee,
His baird was big an' his feet wis sma',
But his heart wis the boldest that ever ye saw.

And his night wis only lower foot three.

In the Antarctic magazine one of Forbes Mackay's contributions deals with an Emperor Penguin, and one wonders if the scientist ever read Anatole France's curious book "The Penguins." The Emperor speaks broad Scots, acts as gamekeeper, at the rookery, and accepts a drink with the remark, "Man, you're the right stuff; it's gey scarce about here." He diagnoses the intruders as "fao yin o' they expeditions," and remarks in this fashion:- "Ye're queer folk, man! I often wonder what brings ye here. I mind the last yin that was here some seven years syne. A pack o' them cam' ower the rookery after the main o' us was gane. We thought they were sea-leopards at first, and some as I ken, they're nae naething but a wheen o' auld, rotten eggs. What in a' the world they were gane to do wi' them? It's a perfect mystery to me!" Mr. Forbes-Mackay, it may be mentioned, is, in recent years, a member of the expedition, having visited the Antarctic he is now in the Arctic as a member of Stefansson's Expedition.

THE PANAMA CANAL.

Although it may be possible soon to send small vessels through the Panama Canal, says the "Scotsman," the waterway will not be available for large ocean-going steamers for several years. According to all accounts, the engineers regard with a good deal of alarm the frequent occurrence of landslides in the Culebra Cut, which are, apparently, increasing. The railway lines, which were used to carry away the excavated material have been buried, and more earth and rock is being precipitated than the steam shovels originally removed from that part of the route. Several attempts to plug the canal with concrete have failed, and the outlook, while the experts appointed by a German line, which has planned big developments, have reported that a delay will be necessary.

Underwriters also are becoming pessimistic. In the circumstances a good deal of significance attaches to the negotiations by the United States of a treaty with Nicaragua, so as to give the former the exclusive right of constructing a waterway through the Central American Republic, as well as a naval base in Fonseca Bay. This canal would not, it is said, involve a large expenditure, as advantage would be taken of the San Juan river and the lake of Lake Nicaragua, which is 70 miles long and ready for navigation. It is, indeed, believed that the actual cutting would not extend for more than 62 miles, the entire length from ocean to ocean being 182 miles. The scheme was strongly favoured for many years until a beginning was made with the Panama project.

THE BELOVED VAGABOND.

Give me the wood, with brooks that run therethrough,
With birds that sing, unbidden, un-
bidden, a-while, a-while, a-while, a-while,
Where leaves a-tremble like the heavens
blue,
Where love is love, and young, and un-
afraid;
Oh to forever straight-lined society,
Dull, hideous with deceit and empty
form,
And to the twilight of the forest floor,
While the blood tingles, ragabond and
warm,
To music, Ode and sweet Rosalind,
To sup on wit with Jacques, and the rest,
Where everything is simple and is kind,
Ah! to be with them as a welcome guest!
My cry, as Adam's to Orlando, be,
Lead on, sweet melody, and I follow
thee
J. H. in "Glasgow Herald."

MR. ALFRED LITTLETON.

The late Mr. Alfred Littleton was one of the golf foursome at Kilmorie which obtained considerable publicity in September 1904 by rescuing some ladies who had gone down in a leaky boat. Mr. Littleton, who then Prime Minister, was of the party and assisted in dragging an old salmon cobbler down to the water to be used as a lifeboat. As this occurred in the dull season, there was much writing about the incident, Mr. Littleton being in some quarters praised for his heroism-though he did not join the crew-and in other quarters blamed for his failure to do so. To this the reply was that, as he could not row, he was more useful ashore. The story went all round the world, the quality of the Prime Minister's exploit increasing in direct ratio to the distance of the place of publication from Kilmorie. A Japanese journal said that he had swum two miles with two boys on his back. "Punch" announced that Sir Henry Campbell-Bannerman had been observed on the beach at Brighton looking anxiously out to sea for some one to save.

THE SUMMER GRADUATION OF ABERDEEN UNIVERSITY, among those who received the hon. degree of LL.D. was Mr. Alexander H. R. C. (Aber.), H. B. M. Consul-General, Tianjin.

Professor Charles Glover Barkie, Wheatstone Professor of Physics, in King's College, London, is appointed to the vacant Chair of Natural Philosophy in Edinburgh in succession to the late Professor J. G. Macgregor.

The University of Calcutta has offered the Minto Chair of Economics to Mr. O. Findlay Shirras, a native of Aberdeen. He is the eldest son of Mr. G. F. Shirras, Aberdeen, and was educated at Gordon's College, Aberdeen University, and London.

In 1909, he was appointed Professor of Economics at Dacca College, while a member of India Prices Inquiry Committee, and placed on special duty in the Finance Department. Mr. Shirras is at present attached to the Government of India to the Board of Trade, Whitehall.

Mr. R. C. Mansford, Edinburgh University, won the amateur golf tournament at Turnberry, the runner-up being Mr. John Wilson, Freetown St. Cuthbert.

In the eleventh annual International bowling matches played at Cardiff, Scotland were once again victorious, Wales second, Ireland third, and England (for the first time) last. Scotland had only four previous international victories, the team a proof of the richness of bowlers in this country.

WILLS AND ESTATES.

Lieutenant Henry Robertson Bowers, of Carlisle, Roxburgh, Dumfries, and of the Royal Indian Marine, a member of Captain Scott's Antarctic Expedition, 1910-1912. His mother, Mrs. Emily Bowers, of Carlisle, and her two daughters, receive a pension of £100 from the Indian Government, and a sum of £4500 from the London Mission House Fund.

THE ANTI-OPIMUM CRUSADE.

Mrs. Archibald Little's Views.

London, July 4.

Mrs. A. Little, in the course of a letter to the "Morning Post," writes:-

"Having just returned from a visit to China, which was the home of all my married life, I was delighted to see the able, judicious letter from General Chang in your columns. It naturally, however, does not express the intense and increasing bitterness of Chinese feeling on the opium question. They have done better than we thought possible, better than they themselves thought possible, in stopping both opium smoking and opium growing, and now as the upward road they find themselves pulled up sharp by their treaty with England by which opium was to have been imported in diminishing quantities for ten years. Our Government has, I am glad to think, stopped further importation of opium from India to China, but there are those 20,000 chests in bond at Shanghai, and to a large extent pledged to the banks. Who is to pay for those chests? That is the question. As a leading Chinese statesman, after discussing the matter at some length with me, said at last, half as to himself: 'We really cannot take to smoking opium again to oblige England! Now that is the position. Are the Chinese to permit that opium to go into the interior of China and be used, i.e., smoked? Or are we going to show ourselves their friends in helping them somewhat to get rid of their national vice, opium smoking, about as ruinous to their nation as our national vice of drink is to us? The opium merchants, the importers of those 20,000 chests, were not children, or men unversed in business, but men who, day by day, was to watch the market and see whether the Chinese were determined to give up opium smoking or not. They cannot have been taken unawares, and having made fine fortunes out of opium till now I cannot see that at least some part of the loss should be theirs. Even the whole sum at stake is hardly worth considering by a rich nation like ours, but to a country starting a new form of government and as yet barely free from the trammels of a most corrupt administration it is an almost impossible sum to deal with, and if we focus it upon them it will leave behind such a wealth of bitterness as will ruin our commerce with China for generations."

HOUSE WITH THE GOLDEN EAVES.

Mr. James H. Flood, a wealthy San Francisco man, is erecting a house built of steel, concrete, and Vermont marble, and got off by a cornice of beaten bronze, over which will be laid a thin plating of gold.

YERMIN-KILLER TO THE KING.

George Hall, a rat catcher, who, it was stated, described himself as "Yermin-Killer to his Majesty the King," was sentenced to nine months' hard labour at Herts Assizes recently for burglary at the house of "Yermin-Kill" Hampden.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 7th, 1913.

at 100 cents per Dollar American.

Butcher Meats.

Beef Sirloin & Prime Cut—Mol Lung Pk. 18
" Corned—Ham Ngau Yuk 18
" Roast—Shiu 18
" Roast—Nagu Lam 12
" Soup—Tong Yuk 13
" Steak—Ngau Yuk Pa 13
" Sirloin Coton—Ngau Lam 23
" Sausages—Ngau Chung 20
" Dulock's Brains—Know 10
" Tongue fresh—Ngau Li 45
" Corned—Ham Ngau 60
" Head—Ngau Tau 12
" Heart—Ngau Sun 15
" Hump—Salt—Ngau Kin 18
" Salt 18
" Feet—Ngau Kark 9
" Kidneys—Ngau Yiu 13
" Tail—Ngau Mei 13
" Liver—Ngau Kon 12
" Tripe (undressed)—Ngau To 6
" Olive Head & Feet—Ngau-chai-tau-kark 21
" Mutton Chop—Yung Fui Kwat 25
" Leg—Yung Fui 25
" Shoulder—Yung Shau 22
" Pigs Chitlings—Chu Chang 27
" Brains—Chu Know 2
" Feet—Chu Kark 12
" Chu Chak 18
" Head—Chu Tau 18
" Heart—Chu Sun 18
" Kidneys—Chu Yiu 8
" Liver—Chu Con 12
" Pork Chop—Chu Fui Kwat 24
" Leg—Chu Pui 27
" Fat or Lard—Chu Yau 30
" Chu Tiao Pig's Fry 90
" Sheep's Head and Feet—Yung Tai Kark set 65
" Heart—Yung Sun 7
" Kidneys—Yung Yiu 8
" Liver—Yung Con 12
" Sucking Pigs, To Order—Chu Chai 22
" Suet, Beef—Sang Ngau Yau 18
" But, Mutton—Sang Yung Yau 25
" Veal—Ngau Chai Yuk 13
" Sausages—Ngau Chai Chung 13

Poultry.

Chicken—Kai Chai 45
" Capons, Large, mall—Sin Kai 38
" Ducks—Ap 28
" Doves—Pan Kai 20
" Eggs, Hen—Kai Tan 20
" Fowls, Canton—Kai 15
" Hainan—Hoi Nam 40
" Geese—Ngot Kai 28
" Geese, Wild—Shi—Shang-ho Yea Ngot Kai 28
" Musks Deer—Yung Kung 28
" Hare, Shanghai—Tai Chai 28
" Partridges—Che Khoo 28
" Pheasants—Shan Kai 28
" Pigeons, Canton—Pak Kip 32
" Quail—Um Chuan 25
" Rice Birds—Wo Fa Chue 25
" Snipe—Sa Choy 25
" Turkeys—Cock—Pheo Kai Kung 15
" Hen 45
" Wild Ducks, Shanghai—Shang-ho Sui Ap 25
" Wild Ducks, Canton—Sang Shing Sui Ap 25

Fish.

Barbel—Ka Yu 10
" Bream—Bin Yu 18
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Meat.

Beef Sirloin & Prime Cut—Mol Lung Pk. 18
" Corned—Ham Ngau Yuk 18
" Roast—Shiu 18
" Roast—Nagu Lam 12
" Soup—Tong Yuk 13
" Steak—Ngau Yuk Pa 13
" Sirloin Coton—Ngau Lam 23
" Sausages—Ngau Chung 20
" Dulock's Brains—Know 10
" Tongue fresh—Ngau Li 45
" Corned—Ham Ngau 60
" Head—Ngau Tau 12
" Heart—Ngau Sun 15
" Hump—Salt—Ngau Kin 18
" Salt 18
" Feet—Ngau Kark 9
" Kidneys—Ngau Yiu 13
" Tail—Ngau Mei 13
" Liver—Ngau Kon 12
" Tripe (undressed)—Ngau To 6
" Olive Head & Feet—Ngau-chai-tau-kark 21
" Mutton Chop—Yung Fui Kwat 25
" Leg—Yung Fui 25
" Shoulder—Yung Shau 22
" Pigs Chitlings—Chu Chang 27
" Brains—Chu Know 2
" Feet—Chu Kark 12
" Chu Chak 18
" Head—Chu Tau 18
" Heart—Chu Sun 18
" Kidneys—Chu Yiu 8
" Liver—Chu Con 12
" Pork Chop—Chu Fui Kwat 24
" Leg—Chu Pui 27
" Fat or Lard—Chu Yau 30
" Chu Tiao Pig's Fry 90
" Sheep's Head and Feet—Yung Tai Kark set 65
" Heart—Yung Sun 7
" Kidneys—Yung Yiu 8
" Liver—Yung Con 12
" Sucking Pigs, To Order—Chu Chai 22
" Suet, Beef—Sang Ngau Yau 18
" But, Mutton—Sang Yung Yau 25
" Veal—Ngau Chai Yuk 13
" Sausages—Ngau Chai Chung 13

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62A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 20, 1913.

entered and cleared during the year has increased from 119,838 tons in the year before to 219,076, an increase of 83 per cent. The next largest increase was at Chinwangtao where the total rose from 608,189 tons to 694,352 tons, an increase of 14 per cent. Tsingtao rose from 2,440,593 tons in 1911 to 2,999,751 tons last year, an increase of 22 per cent, while Dairen rose 11 per cent from 3,063,644 to 3,400,019 tons. The largest decrease has been at Tientsin which fell from 2,720,647 tons in 1911 to 2,340,493 tons last year, a decrease of 14 per cent. Newchwang decreased 12 per cent from 1,427,652 to 1,255,644 tons, while Chefoo lost only two per cent of her former custom the totals decreasing from 3,196,396 to 3,132,275 tons. So small a loss at Chefoo, where fears of loss of trade were entertained owing to the lack of an adequate breakwater behind which ships might be unloaded in safety is somewhat surprising and the port is to be congratulated that it has still an opportunity of repairing the omission before it is finally deserted by shipping for some more favourable harbour. In view of this small decrease, the nationality of the vessels visiting the port has some significance. The lead, as before, is taken by Great Britain with a proportion of 41.2 per cent of the total against 40.5 per cent in the year before, the proportion of British shipping having thus increased slightly. A similar increase has taken place in the proportion of Chinese tonnage, the percentage having risen from 25.6 per cent in 1911 to 25 per cent last year, while Japanese tonnage has fallen from 25.5 per cent to 22.1 per cent last year. This falling off of Japanese shipping at Chefoo is somewhat difficult to account for in view of the number of new steamship companies that have been inaugurated at Dairen last year, the majority of which are small steamers on the trade between that port and the ports of Shanghai, unless we accept the explanation that their visits have been distributed over the smaller ports along the coast which have lately come into existence. At Newchwang, which also shows a decrease on the total tonnage entered and cleared, both British and Japanese tonnage show slight proportionate decreases, while Chinese tonnage has gained a little. The proportion of British tonnage fell from 40.9 per cent in 1911 to 37.2 per cent in 1912 and Japanese from 40.1 to 39.6, while Chinese increased from 11.6 per cent to 12.7 per cent. It will be noticed that for the first time since the war, Japanese tonnage has decreased from 13 per cent to 11.6. With the exception, therefore, of Britain and Japan, all countries show a decrease, that of Norway, which has fallen from 6 per cent to 2 being most marked. The most remarkable turnover has been in the tonnage entered and cleared at Antung where British shipping increased from 8.4 per cent in 1911 to 34 per cent in 1912. Norwegian tonnage, which in 1911 was represented by 11.1 per cent, was wiped completely out, the only three flags represented at the port during the year being British, Chinese and Japanese. The latter, which in 1911 had 61.4 per cent of the total tonnage had only 45.8 per cent in the following year while Chinese tonnage increased from 18.7 per cent to 20 per cent. The great increase in British tonnage is, however, discounted by the fact that one small vessel operating regularly from Antung is sufficient, where the total is so small, to make a large difference in the returns. The total tonnage entered and cleared was 219,076 tons of this. At Chinwangtao, French tonnage advanced from 2.6 per cent to 10.7 per cent while Norwegian has dropped from 24 to 17.5 per cent and Chinese from 2.5 to 0.7 per cent. The remaining flags show little alteration in the proportions entered and cleared. Of some interest are the remarks of the various Commissioners of the ports dealt with, being on the spot, see more of the developments in shipping. Thus, in dealing with the increase in the shipping trade of Dairen, the Commissioner states that the prescribed portion of the reconstruction work of the west side of the West, or main, pier has been executed, and the whole work is to be completed during 1915. The east breakwater, measuring 1,221 feet, was completed in March, and of the north and west breakwaters, measuring in all 11,700 feet, 4,350 feet were finished by the end of the year. The reclamation work, by which 88 acres of land will be obtained to the east of the East Pier,

has been finished to the extent of 43 per cent. The dredging of a portion of the harbour and of the fairway outside has been executed. Of the oil pier 1,330 feet have been finished, and the remaining portion, measuring 180 feet, is expected to be completed by the end of September 1913. The total frontage of the piers and wharves at present available for the working of cargo measures 6,477 feet, with water of varying depths from 15 feet 4 inches to 30 feet at low water. The authorities of Dairen have obviously set themselves to the making of their port a shipping centre that will attract the trade of the whole of Manchuria and their success in drawing away trade not only from Newchwang, but even from Vladivostok shows the wisdom of their policy and becomes an object lesson to Chefoo and Newchwang which it would be well for them to heed. At the latter port the report of the Commissioner contains a disturbing forecast of what might happen to the river if active steps are not taken to regulate the flow of water into the Shwungaitze branch of the river where a weir has been constructed but which was not put into operation owing to the obstruction of the villagers. A deputaition which inspected the river found that the Liao had drained below the Shwungaitze outlet, to a breadth of 150 feet, the greater part of the discharge being diverted into the branch river and it was evident to the deputaition that if the river was left to itself it would eventually change its whole outlet into the Shwungaitze leaving the Liao to silt up and the port of Newchwang to become inaccessible to all but junks of the lightest draft. Both Chefoo and Newchwang have thus serious troubles to contend with and with two up-to-date ports such as Dairen on the one side and Tsingtao on the other, it will be necessary for the two Chinese ports to look to themselves if they are not to be entirely deserted in favour of their more enterprising neighbours.

SOCIAL AND PERSONAL

Mr. A. W. Smith, of Messrs. Watson & Co., leaves for home to-day on holiday.

The Hon. Mr. David Landale left to-day by the Empress of Asia for a short holiday in Japan.

Mr. McWilliams, agent of the Great Northern Steamship Co., arrived yesterday by the Minnesota.

Mr. W. A. Dowley, general manager of the Vacuum Oil Company, returned to-day from the south by s.s. Arcadia.

Captain Tracey of the D.C.L.I. and Mr. W. D. Kraft of the Standard Oil Company were passengers yesterday per s.s. Shidzuoka Maru for Seattle.

The engagement is announced of Viscount de Bourcy, only son of Viscount de Bourcy and Viscountess de Bourcy, née de Chazelle, to Béatrice, only daughter of Count G. de Bodin de Galember and of the Countess, née de Roodenbeke.

Among the passengers sailing to-day per "Empress of Asia" were Mr. Paleologus, of the 25th Punjab, Hon. Geo. E. Fisher, Captain James of Messrs Butterfield and Swire, Mr. H. T. Richardson of the C.P.R. and Mrs. Richardson.

NEWS OF THE DAY.

One fatal case of plague is notified to-day in the Medical Officer of Health's return.

Only fifteen Scotsmen attended a meeting at Singapore to consider the advisability of holding a St. Andrew's ball. It was decided not to hold one this year, as it was thought that a ball once in two years is sufficient.

The Dockyard Recreation Club held a Mixed Whist Drive in the Dockyard last night. Mr. Brock was the M. O. and an enjoyable evening was spent. At the conclusion Mr. Brock presented the prizes to—Ladies, 1st, Mrs. Wilson; 2nd, Mrs. Talbot; 3rd, Mrs. Wilks. Gents, 1st, Mr. Hart; 2nd, Mr. Stevens; 3rd, Mr. Harrison; Hidden number, Sgt. White, R.M.L.I.

Either snuff or carbolic acid will prevent a snake from biting. A pinch of snuff in the nostrils is death to a snake, and snakes will not pass a trail of snuff or carbolic acid. A man rubs his hands and arms with snuff or carbolic acid and takes up a snake the reptile will be quite cowed and will not attempt to bite. Once a deadly snake bites, however, nothing will save the man.

The death is announced at Bourne-mouth of Mr. W. P. Gregory, who was a printing overman in Messrs. Kelly and Walsh's office at Hongkong, and at one time was with the same firm at Shanghai. Mr. Gregory was in the Government Civil Hospital seriously ill for some months prior to his departure for home on leave. He had spent altogether ten years in the East, the first seven at Shanghai, where he took a great interest in sport, and for a time was secretary to the Shanghai Recreation Club. Gregory, who was 35 of years age and unmarried, continued his sporting interest in Hongkong and was a member of the Corinthian Yacht Club and Rowing Club. As a musician he held office in Zealand Lodge.

THE REVOLT.

SERIOUS FIGHTING AT CANTON.

THE WOOSUNG FORTS SURRENDER.

LATEST NEWS FROM THE NORTH.

WOOSUNG FORTS SURRENDER.

(From Our Own Correspondent.)

SHANGHAI, August 13.
Negotiations have resulted in the surrender of the Forts to the cruiser Haichang.

LATEST NEWS FROM CANTON.

TELEGRAPH WIRES BROKEN DOWN.

The telegraph wire between Hongkong and Canton has been broken down, and no telegrams have been received since last evening. The Canton correspondent of the "Chinese Mail," however, states that yesterday there was a fight between General Lung's troops and the land army near the North Gate. The engagement lasted until noon. The soldiers stationed before the Provincial Assembly and the five storied Pagoda participated. Both fired their guns into the city until four o'clock. Not much damage was done.

At present General Lung's troops are in possession of the Arsenal. It is believed that as soon as the ammunition of the land troops has been expended there will be quiet in the city. At present General Lung still remains on the gun-boat Kowik Ku.

It has been ordered that any troops guilty of disobedience are to be regarded as rebels, and will be liable to be shot instantly. The General has ordered his brother to bring his troops down to Canton without delay. It is reported that the higher officers of the land troops have left, and some of the officers of middle rank have also gone; others have been murdered, while a section agree to the demands of their soldiers. There is a lack of proper commanders in this force, and people fear that the soldiers will take to committing robberies. They are, therefore, quitting the city in much larger numbers than has been the case during the past few days.

WOOSUNG FORTS SURRENDER.

A Shanghai wire states that the Woosung Forts have surrendered, and the five-colour flag is flying over all of them. The cruiser Haichang is lying alongside the forts, embarking the surrendered soldiers.

WU HON MAN IN JAPAN.

Information has been received from Japan that Wu Hon Man, late Governor-General of Canton, arrived at Tokyo, and immediately proceeded to Kobe on the 11th inst.

EXODUS FROM CANTON RE-COMMENCES.

The passenger traffic from Canton, which a day or two ago had decreased to almost normal proportions, has increased very much since the commencement of the fighting between General Lung's troops and the Land Army. The Hongkong, Canton and Macao Steamboat Company is running a double service, and the steamers are packed. The Kinsan, which went up last night at ten o'clock, stayed only a couple of hours, returning at eight o'clock with 1720 passengers. Last night the French boat brought down 1800.

When the vessel left this morning there was no sound of firing in the city. The Bund was absolutely deserted, and every thing was quiet, so far as could be seen from the steamer.

FIGHTING IN CANTON.

SERIOUS STATE OF AFFAIRS.

General Lung's Troops Forced to Retire.

EYE WITNESS'S STORY.

Yesterday afternoon heavy firing was heard by the writer as the s.s. Fatshan entered the lower reaches of the river and approached the city.

We were practically empty of passengers, and as we neared the Customs House the firing became greater, and soldiers were seen hurrying about in all directions, sniping at a force of men that were approaching from the left hand bank.

The Captain of the Fatshan was warned by torpedo boats to turn back, as danger lay ahead, but because of the very heavy tide that was running it was impossible to do so without taking the almost certain risk of running her aground, so we kept on.

Gunboats were on both port and starboard sides of us, popping away at sundown and midnight volleys that landed water front, and especially along the front of the Company's works.

Torpedo boats were backing backwards and forwards, steaming to within a hundred yards of the defences, letting fly a volley of rifle fire and a rapid succession of machine guns and then rushing back again.

Everywhere was the vicious whine of bullets, and sometimes the humming drone of a big shell crossed over us to land somewhere near the railway station.

The greater part of the fighting was taking place between the Wireless Telegraph Station and the Dutch Folly where General Lung had made his headquarters for the time being.

At 5.30 p.m. a large gunboat arrived from Whampoa, and landed four boat loads of men and two field guns at the Fatshan's wharf. These at once took up positions commanding the street that runs along the water front, and soldiers formed a veritable picket fence of bayonets entirely across it.

The firing then became more desultory for an hour, but suddenly increased again, almost all of it coming from the gunboats, through the embrasures in whose steel bulwarks the angry spits of flame showed redly.

One 3-inch shell fell on the Chinese Theatre, tearing a huge hole in the roof and frightening the Chinese in the neighbourhood so badly that they fled by thousands through the narrow streets, seeking any shelter that they could find.

The troops under General Lung (those of them that were along the water front by the Customs House, soon fled to the shelter of the buildings, as the fire was getting too hot for them.

They then returned the gunboats' attack from windows and hastily piled up abatis of anything that they could lay their hands on, and for nearly an hour the hottest kind of peppering on both sides continued.

From what could be seen by the writer, there was far more damage done by the small arms fire of the gunboats' crews than by the shells of their larger calibre guns, most of whose missiles screamed far away over the old city, and created havoc where they were not needed.

All junks and boats of every kind have deserted the streets of water from the northern end of the Shamoen to well below the Wireless Station.

One junk was struck by a spent shell that killed four, passed through the side of the junk, and sank it almost immediately. There were several accidental deaths to non-combatants on the river, and there must have been many soldiers killed, especially opposite the Cement Works where firing was the heaviest.

Quiet prevails on the Shamoen, but all precautions have been taken against either a sudden influx of pirates against General Lung's defences, or a wild rout of refugees take place from the old city to the Shamoen, should he be successful.

ROBBERS NEAR HSUCHOUFU.

DARING ATTACKS ON VILLAGES.

HSUCHOUFU, August 4.
A large robber band has raided six villages to the north-west. I visited one village yesterday, under the Red Cross flag, in which forty-three villagers had been killed or wounded. The robbers had been in possession for three days, killing, pillaging and committing every kind of outrage. The wounded have been brought here.

Some of General Chang Hsun's soldiers went in pursuit, but were defeated, lost twelve men, and have now returned here. A Red Cross party from Tientsin has reached Pengpu, and has reported that both sides respected their flag. Other information they withheld from the Press, and from the opposing generals.—N. C. Daily News.

GOVERNMENT SUCCESS NEAR KIUKIANG.

PEKING, August 6.

A Presidential Mandate states that the Government troops have captured Shenchang to the south-west of Kiukiang. In the fighting, which lasted twenty-four hours, 800 rebels were killed, 700 injured, and a great number of rifles and some Maxim guns fell into the hands of the Northerners. The rebels have retired to Tahan.

General Tuan Chi-kuei, the Commander of the First Army, reports that Peh Wen-yu, the rebel Tuteh of Anhui, has returned to Anking.—"Ostasiatichesky Lloyd."

FIGHTING AT CHINKIANG.

GENERAL CHANG HUN'S ADVANCE.

With reference to the recent fighting at Chinkiang further details were received yesterday, says the "N. C. Daily News" of the 6th inst., in Shanghai by letters from Chinkiang dated the 4th instant. On the evening of the 2nd instant the first detachment of the troops from Yangchow, commanded by General Hsu Pao-chun, brother of the late "Tiger" Hsu, crossed the river and at day-break on Sunday last attacked the rebel camp at Peokian-shan, and drove the rebels from their position. It is understood that there was no great number of men in the camp.

A little later, however, some rebel 4.7-in. guns mounted on Silver Island shelled the Peokian-shan camp with such good effect that the Yangchow troops were compelled to retire, and withdrew to Kio-toe, which is the first station up the line towards Nanking from Chinkiang. The rebel troops have now virtual control of Chinkiang. The telegraph operators have fled, taking their paraphernalia with them, and Chinkiang is thus cut off from communication with the outside world.

Reinforcements were expected very shortly for the Yangchow troops at the time this letter was written. Further intelligence from Nanking shows that General Chang Hsun is making his way rapidly down the Grand Canal. It will be remembered that the Government forces from the North were divided into two parties, those under General Fong Kuo-chang coming down the railway, while General Chang Hsun was to make a descent by the Grand Canal, in order to secure Chinkiang and then to take the rebels round Nanking in the rear.

THE POSITION IN NANKING.

Telegram from Nanking to the Chinese Press report the arrival of General Fu Hsin-shan at Nanking on the 2nd instant, bringing \$40,000 to pay the troops. He has fixed his headquarters in the Tuteh's yamen. He has despatched several telegrams, one to Tuteh Chan Teh-chuan reporting that everything is in order and asking him to return, another to the Ministry of Communications requesting the issue of an order to the Shanghai-Nanking Railway Corporation to resume traffic, and another praying the Ministry of War to postpone sending northern troops to Nanking. Confidence is somewhat restored by the publication of a notice that the Tuteh and the Civil Governor will return to Nanking in a day or two.

THE SHANGHAI GOVERNOR.

APPOINTMENT OF ADMIRAL TSENG.

On August 1, says the "Sinwanpo" the Prefect of Shanghai received an order from the Tuteh and the Civil Governor of Kiangsu, stating that a despatch from Admiral Tseung, Military Governor of Shanghai, had reached them, and that he, the Prefect, was to take note of its contents, and act accordingly. The Governor's despatch reads as follows:—

"On July 23, a telegram was received from the President reading: 'Vice-Admiral Tseung Yu-cheng having been appointed Military Governor of Shanghai, he shall attend to all the affairs of the District, the Army, and the Foreign Office.' On July 20, a telegram from the Ministry of War, and the General Staff reached me stating that, by order of the President, both military and foreign affairs in Shanghai are to be handled by Governor Tseung, that Yang Teh-shun shall be consulted as to the appointments of the Prefect of Shanghai who shall perform his duties in accordance with the orders of Governor Tseung, and that, in pursuance of the martial law, the control of the telegraphs, steam-navigation, and other matters, shall all be in the hands of Governor Tseung." The telegram adds that if Tuteh Chen and Civil Governor Ying are in Shanghai, amiable consultation should be held between each other as frequently as necessary, etc.

"Having received these instructions, I find that, during the present moment when military operations are not yet concluded and local order not yet restored, it is my duty as Governor to carry out the orders of the President in all matters as directed to the best of my ability, with the hope that the rebellion will be soon suppressed and peace restored. I have decided to perform my work on the Flagship Haichang in the moorings, and, when the military situation is somewhat relieved, to choose another place for my office (or to use the main hall in the Arsenal for the purpose). I have to inform you also that I have had a wooden seal, bearing the six characters '上海鎮守使印' (The Seal of the Military Governor of Shanghai) engraved, and I begin to use it from date. Apart from sending a report to the President and informing the provincial tutehs and civil governors by telegraph, I have the honour to address this despatch to Your Excellencies the Tuteh and the Civil Governor, to request your kind notice and speedy action in issuing orders to your subordinates and in notifying the Commissioner of Foreign Affairs of Shanghai, the Military, the Constabulary, and the civil yamens, the Telegraphs, the Steam Navigation and other offices, as well as all these officials and officers who should be subject to my orders."

The Shanghai Prefect has, accordingly, instructed the City, Suburban and Village Councils to take note of this Order as desired.

BISHOP BASFORD ON THE SITUATION.

At a meeting at Peking recently Bishop Basford, said: "When we consider the present strife in China, some of us feel that in America recognition of the Republic was given too soon. It is not so. I am advanced that my country, as well as other Christian nations, delayed for months this recognition to a nation struggling for new life and liberty. For more than a year, in all her difficulties, not a hand was extended to recognize her. This recognition of the new Government has given an opportunity for those who would again plot its overthrow. It is a grave responsibility which the nations of the world have taken, in withholding just recognition to the Republic of China. If it had been accorded a year ago we would not be facing the conditions we now face. It is as if you saw a man struggling for life in the water and should say: 'We will wait while and see if he can keep up. If he can't, we will help him; but if he is going to drown then there is no need of letting down the boat.' We have treated China in a shameful way and have withheld the help when she most needed it. I am glad, however, that America has done her part, whatever the future may be."—P. & T. Times.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet, and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It may save much suffering and inconvenience if you have it handy. For sale by all Chemists and Storekeepers.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

TO	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORE	About 23rd Aug.	Freight and Passage.
SHANGHAI	ARCADIA	3 a.m. 14th Aug.	Freight and Passage.
LONDON, via SUEZ, PORT SAID, PANAMA, COLON, & ANTWERP	DELTA	14th Aug.	See Special of Office.
PORT SAID & MARSEILLES	NAMUR	About 19th Aug.	Freight and Passage.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.
VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.
PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong	From Quebec
EMPERESS OF RUSSIA...Wed. Aug. 27.	ALLAN LINE...Fri. Sept. 26.
EMPERESS OF INDIA...Wed. Sept. 10.	EMPERESS OF BRITAIN...Fri. Oct. 3.
EMPERESS OF ASIA...Wed. Sept. 24.	ALLAN LINE...Fri. Oct. 24.

The 'EMPERESS OF RUSSIA' and 'EMPERESS OF ASIA' are new quadruple screw 20 knot turbine steamers of 16850 tons gross—the finest, fastest and most luxurious on the Pacific.

All steamers of the company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

PASSAGE RATES, HONGKONG TO LONDON

EMPERESS OF RUSSIA	Optional Atlantic Port £71.10.
EMPERESS OF INDIA	to do £85.
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Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Royal Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest en route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to:
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATION	STEAMERS	SAILING DATES
MARSHALLS, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID	MIYASAKI MARU, Capt. Soyeda, Tons 16,000	WEDNESDAY, 27th Aug., at Daylight.
VIETNAM, B.O. & SEAT, via MANILA, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	KITANO MARU, Capt. —, Tons 14,000	WEDNESDAY, 10th Sept., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	RAMBA MARU, Capt. Tetsuka, Tons 12,500	TUESDAY, 26th Aug., at 4 p.m.
WAGASAKI, KOBE AND YOKOHAMA	AWA MARU, Capt. —, Tons 12,500	TUESDAY, 9th Sept., at 4 p.m.
MOJI AND KOBE	NIRO MARU, Capt. —, Tons 9,300	WEDNESDAY, 27th Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	RYUNO MARU, Capt. —, Tons 9,300	WEDNESDAY, 24th Sept., at Noon.
BOMBAY, via SINGAPORE, COLOMBO & RANGOON	IRYO MARU, Capt. —, Tons 12,000	THURSDAY, 14th Aug., at 11 a.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	HIRANO MARU, Capt. —, Tons 16,000	THURSDAY, 23rd Aug., at 11 a.m.
MOJI AND KOBE	KUMANO MARU, Capt. —, Tons 9,300	TUESDAY, 26th Aug., at 5 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BOMBAY MARU, Capt. —, Tons 12,000	FRIDAY, 15th Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CEYLON MARU, Capt. —, Tons 12,000	MONDAY, 18th Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	JINSEN MARU, Capt. —, Tons 9,300	MONDAY, 18th Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	RANGOON MARU, Capt. —, Tons 12,500	MONDAY, 27th Aug., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KIRIN MARU, Capt. —, Tons 9,300	SATURDAY, 23rd Aug., at Noon.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.
COMMENCING 1st JUNE, ENDING 30th SEPTEMBER, 1913.

	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class	\$135	\$122	\$108	\$95.
2nd class	\$81	\$75	\$65	\$57.

With option of Rail between Steamer's calling Port in Japan.
For further information apply to
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Telephone No. 292.

"HONGKONG'S MUSICAL HISTORY"
BY H. L. O. GARRETT.

Being a re-print of a series of articles, that appeared in the CHINA MAIL.

Price 50 cents.

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MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	27,000 tons, twin screws.	13,000 tons, twin screws.	18,000 tons, twin screws.
Also 11,000 tons, China, 10,000 tons and Panda, 9,000 tons.			

SOME FEATURES OF SERVICE.
Lights, Fans, Swimming Tank, Bath, Canteen, Games, Amusements, Wireless, Submarine Signal Service and Bitter Kool.
THE COST is not more by this route with its unrivalled opportunities, than by any other route. For complete details to London and the East, apply to the Agents, Messrs. J. H. RITTER & CO., Ltd., 111 King's Building (Opposite Blake Pier), Hongkong.

STEAMERS:
MONGOLIA...11,000 Tons Starting SATURDAY, 18th Aug., at 9.45 a.m.
MONGOLIA...27,000 " " SATURDAY, 23rd Aug., at 1 p.m.
KOREA...13,000 " " SATURDAY, 13th Sept., at Noon.
SIBERIA...18,000 " " SATURDAY, 20th Sept., at 1 p.m.
SIBERIA...27,000 " " SATURDAY, 4th Oct., at 1 p.m.
CHINA...10,000 " " TUESDAY, 14th Oct., at Noon.
MANCHURIA...27,000 " " TUESDAY, 21st Oct., at 1 p.m.

HONGKONG-MANILA SERVICE.
FROM HONGKONG. Arrive Manila. Leave Manila. Due Hongkong.
Aug. 18...NILE...Aug. 18...Aug. 18...Aug. 18...
Sept. 13...PERSIA...Sept. 13...Sept. 13...Sept. 13...
Sept. 20...KOREA...Sept. 20...Sept. 20...Sept. 20...
Oct. 14...CHINA...Oct. 14...Oct. 14...Oct. 14...
Oct. 21...SIBERIA...Oct. 21...Oct. 21...Oct. 21...
Oct. 28...MANCHURIA...Oct. 28...Oct. 28...Oct. 28...
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Panama-Pacific International Exposition—San Francisco—1915.

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Operating the THREE TRIPLE SCREW TURBINE steamers
OHIO MARU, SHINYO MARU & TENYO MARU.
Speed 21 Knots. Displacement 32,000 Tons.
AND THE TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU INTERMEDIATE STEAMERS.
Speed 18 Knots. Displacement 11,000 Tons.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Captain	Date of Sailing
NIPPON MARU	A. G. STEVENSON	Tuesday, 26th Aug. at Noon.
TENYO MARU	E. BENT	Monday, 1st SEPT., at Noon.
HONGKONG MARU	S. TONG	Friday, 19th SEPT., at Noon.
SHINYO MARU	H. S. SMITH	Thursday, 25th SEPT., at Noon.
OHIO MARU	W. W. GAZDAR	Friday, 17th OCT., at Noon.

The S.S. NIPPON MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on TUESDAY, the 26th August, at Noon.

SOUTH AMERICA LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

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Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, ARIQA, IQUIQUE & VALPARAISO.

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Steamer	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, 4th Oct., at Noon.
Anyo Maru	15,500	Wednesday, 3rd DEC., at Noon.
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ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

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MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	August 4	August 16th, at 11 a.m.
ST. ALBANS	August 18	August 30th, at 11 a.m.
EASTERN	August 20	Sept. 19th, at 11 a.m.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to
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HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

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(Occupying 9 to 10 Days).

STEAMERS	Captain	Leaving
HAICHING	Capt. W. C. Parsons	FRIDAY, 15th August, at 11 a.m.
HAIFANG	Capt. A. E. Hodgins	TUESDAY, 19th August, at 11 a.m.
HAITAN	Capt. J. S. Bosch	FRIDAY, 22nd August, at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 8 Days)

STEAMERS	Captain	Leaving
HAIMUN	Capt. J. W. Evans	WEDNESDAY, 13th August, at 11 a.m.
		SUNDAY, 17th August, at 11 a.m.

During the months of July and August First Class Return fares to Foocow will be subject to a reduction of 20% on the full fare.

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO. General Managers.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LUCHOW	Aug. 14, at 4 p.m.
HAIPHONG	SHANGHAI	Aug. 15, at 9 a.m.
SHANGHAI	LUCHOW	Aug. 16, Midnight.
WEIHAIWEI & TIENTSIN	KUNCHOW	Aug. 17, Daylight.
MANILA, CEBU & ILOILO	TAMING	Aug. 19, at 4 p.m.
SHANGHAI	ANHU	Aug. 21, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. 'LINTAN' and S.S. 'HANU'.

MANILA LINE. Twin Screw Steamers 'Chinhu', 'Taming' & 'Teon' Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Teon'.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipments at Woosung.

REDUCED FARES: Single \$45 Return \$75.
For Freight or Passage, apply to
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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN	CHEONGSHING	FRIDAY, Aug. 15, at Noon.
SHANGHAI	CHOYSANG	FRIDAY, Aug. 15, at Noon.
SINGAPORE, PENANG & CALCUTTA	YATSHING	FRIDAY, Aug. 15, at 2 p.m.
MANILA	LUONGSANG	SATURDAY, Aug. 16, at 2 p.m.
SINGAPORE, PENANG & CALCUTTA	LOVAL	FRIDAY, Aug. 22, at 2 p.m.
MANILA	YUENSANG	SATURDAY, Aug. 23, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers Kiangsu, Nanking & Peking leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Kiangsu, Nanking, Loval, Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaofo, Tientsin, Weihaiwei & Tsingtau.

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JARDINE, MATHESON & Co., Ltd., General Managers.
Telephone No. 215.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. FULTA, 4154 tons gross, Capt. Chidly, will be despatched for Yokohama, Kobe and Moji on the 27th August at 4 p.m., taking cargo and passengers at current rates.

For Freight & Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	Date of Departure
LONDON, ROTTERDAM & ANTWERP	'FALLS OF ORCHY'	on 21st August.

NEW TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

DESTINATION	STEAMERS	Date of Departure
VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF ORONITE'	about 24th August.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	'DEN OF GLAMIS'	about 21 Sept.

Cargo accepted on through Bills of Lading to all the principal destinations in Europe, and North and South America.

For further particulars, apply to
JARDINE, MATHESON & Co., Ltd., AGENTS.
Hongkong, February 15, 1913.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.
S.S. G. APCAR, 4,600 tons, Captain Drake, will be despatched for SHANGHAI, KOBE and MOJI on 20th August.

S.S. DILWARA, 3,378 tons, Capt. Ramgo, will be despatched to YOKOHAMA, KOBE and MOJI on 24th August.

WESTWARD
S.S. THONGWA, 6,298 tons, Capt. Robins, will be despatched as above on 10th August.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to
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SHIPPING

INDRA LINE, LIMITED.

FOR BOSTON & NEW YORK.
(With liberty to call at Malabar Coast).

THE Steamship INDRAHARI, Captain BILWAT, will be despatched as above on 14th August.
This steamer has superior accommodation for a limited number of Saloon Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, August 1, 1913. 942.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COAST OF AFRICA, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DELTA, Captain E. F. MARTIN, R.N., carrying His Majesty's Mail, will be despatched from this port for BOMBAY on SATURDAY, the 16th Aug., 1913, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Monrovia from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Manchester and London; other cargo for London, etc., will be conveyed via Bombay in the a.s. Arabia due in London on the 28th September, 1913.

Carriage will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, August 4, 1913.

THE AMERICAN & MANCHURIAN LINE.

(BUCKHALL STEAMSHIP LINE, LTD.)

THE Steamship KANSAS, Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for BOSTON AND NEW YORK (With liberty to call at the Malabar Coast). For freight and further particulars, apply to
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